



This is the seventh edition of Mobility Monitor, published by the CMA. As the local agency responsible for congestion management in Alameda County, the CMA strategically plans, funds and implements projects and programs for highway and transit expansion, local road improvements, transit maintenance and improvements to bicycle and pedestrian facilities. The CMA's governing board is composed of elected officials representing the governments and major transit agencies in Alameda County.

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## ON-GOING PROJECT UPDATES

Building off past successes, the CMA looks forward to new and ongoing projects and programs in the coming year.

## 2005 Congestion Management Program

Required by California law for all urban counties, *Congestion Management Program* sets forth the fundamentals for implementing the long-range *Countywide Transportation Plan*. In November 2005, the CMA Board approved the 2005 CMP Update.

## Community-Based Transportation Plan

As part of their Lifeline Transportation Network, MTC identified several low income areas where transportation needs are not being met. To better meet these needs, neighborhood residents are being asked to help identify transportation gaps, solutions, costs and potential funding sources.

After completing *Central Alameda Community-Based Transportation Plan*, focusing on portions of Hayward and the unincorporated areas of Ashland and Cherryland, the CMA launched a second community-based planning process. This effort is assessing the needs of residents in West Oakland. A handful of students from nearby McClymonds High School are interning with the project consultants. They are assisting with the outreach campaign by conducting public presentations and distributing surveys at churches, senior centers and community centers. The effort is also being closely coordinated

with the West Oakland Project Area Committee, an organization of community representatives.

Similar studies will be conducted in East Oakland and in two Berkeley neighborhoods later in the year.

## Regional Measure 2 Projects

Other RM2 projects, along with the I-580 corridor improvements, are also in full swing, including:

- I-880/29th Avenue Interchange Improvements
- I-880/Grand Avenue HOV On-Ramp
- SR-84 HOV Lane Extension
- Regional Express Bus Improvements
- Ardenwood Park-and-Ride
- West Grand Avenue Transit Enhancements

## Another Smart Corridor

Based upon the success of the San-Pablo Rapid Bus/SMART Corridor, the CMA began developing another similar project on the 20-mile Telegraph-Broadway-International (INTEL) corridor between UC Berkeley and Bay Fair Center. The project is expected to become operational in Spring 2006.

## Ride-Now

Ride-Now, also known as Dynamic Ridesharing, is an exciting new technology that allows BART commuters to find "last minute" rides between their home and the Dublin/Pleasanton BART station using a telephone or the internet. After receiving approval from the FHWA in 2003, planning was completed and the project was launched in November 2005.

tracking transportation trends in alameda county

# MOBILITY MONITOR 2006



## HOW ARE WE DOING?

**Alameda County continues to be one of the most diverse counties in California—socially, economically, environmentally and culturally. Reflecting this diversity, each area of the county has different transportation needs, facilities and resources. The nature of the CMA requires that it, too, reflect and respond to such diversity by:**

- **Collaborating with many other jurisdictions and agencies;**
- **Dealing with the complexities of transportation funding; and**
- **Seeking consensus among Board members drawn from very different parts of the county with significantly different interests and concerns.**

**One part of the CMA's responsibilities is to monitor the county's transportation system—including interstate freeways, state highways, local arterial roads, transit services and bicycle and pedestrian facilities.**

## Freeways and Roads

### Congestion

In 2004, congestion patterns changed. For the first time since 2001, overall congestion in Alameda County increased. This increase appears to reflect the general improvement of the Bay Area's economy. A close comparison between the 2004 and 2005 Top 10 Congested Corridors list shows some good and not so good movement in the ranks.

**Alameda County continues to dominate the Top 10 congested corridors in the nine-county Bay Area Region, claiming four of the top five spots—more than double the second most congested county, Santa Clara.**

**Staying Put.** Consistent with several past years, I-80 continues to be the most congested corridor in Alameda County and the Bay Area region. Retaining its second place rank, morning travelers on WB I-580 from North Flynn to Airway experienced a 19 percent increase in traffic delay.

**Staying Relatively Put.** The afternoon commute on EB I-580 from Hopyard to west of El Charro dropped slightly from a last year tie for second place to the third most congested segment in 2005. Also dropping a bit, but with the same vehicle-hours of delay, was the afternoon commute on EB I-580 from east of Livermore to just east of Greenville (from fifth to sixth). SB and NB I-880 were similar in ranking and congestion levels as

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2004 in their morning approach to the South Bay and the Bay Bridge, respectively. Afternoon commuters heading into and out of San Francisco on I-80 also experience delays comparable to last year.

**Moving Down.** Once across the Bay Bridge from San Francisco, afternoon commuters enjoyed a considerable decrease in travel time, dropping from third to ninth place on the Top 10 list!

**Moving Up.** Afternoon commuters on EB SR-92 endured 85 more minutes in traffic, climbing from eighth place to fourth in 2005. When compared to the top 10 congested freeways in the nine-county Bay Area, this segment has made an astonishing climb from 35th in 2002 to fifth in 2005.

**Moving Off.** Good news for afternoon travelers through the Caldecott Tunnel—EB SR-24 dropped off the list after being the fourth most congested corridor in 2004.

### Accidents

The overall number of accidents on Alameda County freeways continued to decrease slightly (three percent since 2003). The I-680 corridor declined for the fourth consecutive year and reported the fewest incidents. Most of Alameda County's freeways are near the state average for the number of accidents on a similar type of freeway, with three notable exceptions.

- I-680 has nearly one-half the number of accidents.
- I-80, while decreasing slightly from last year, has 61 percent more accidents than average.
- I-238, increasing slightly from 2003, has near twice as many accidents than other similar freeways.

### Road Repair

Overall, 86 percent of Alameda County roadways are considered to be in good-to-excellent condition, an increase of eight percent from 2003. However, similar to the previous year, a recent survey by Caltrans found that 290 miles of freeways in Alameda County need rehabilitation. Of this total, over half the poor pavement conditions are on I-580 and I-680. MTC annually reports on pavement condition for the Bay Area jurisdictions as part of their Pavement Management Program. The Pavement Condition Index (PCI) for Alameda County roadways is 66—second highest in the nine-county Bay Area, just behind Contra Costa County (PCI-71). Santa Clara, San Francisco and Solano counties report a PCI of 65 while Marin and Sonoma counties show a PCI of 58 and 53 respectively.

## Transit

The eight transit operators continue to work to create a responsive, reliable and coordinated system. Following an 11 percent increase in ridership in 2003-2004, transit operators report only a slight increase (one percent) this past year.

## Bicycle

The 2001 *Countywide Bicycle Plan* proposes approximately 492 miles of bicycle facilities. In 2004, five cities and unincorporated Alameda County added 36 miles to the 192 miles of existing facilities. Expected to be completed in Spring 2006, a comprehensive update of the Plan is underway.

**42 percent of the countywide bicycle system is complete.**



**The CMA's directive is clear—manage congestion. The CMA is focused on delivering quality transportation projects and programs to Alameda County.**





MOVING GOODS ON I-580/I-238/I-880

The movement of goods affects all travelers, whether it's the impact of trucks on the freeways, the ability to buy a retail item delivered by truck or the impact on congestion. This is clearly evident on the I-580/I-238/I-880 corridor, where thousands of jobs depend on this corridor flowing freely. In the Bay Area, this corridor is perhaps arguably the most significant freight corridor, particularly with the amount of deliveries to the Port of Oakland. With such a distinction, the CMA has compiled a preliminary list of improvements, totaling over \$1 billion.

The importance of this corridor to the region cannot be underestimated:

- It is the primary gateway for nearly 20 percent, or \$81 billion, of the Bay Area's domestic trade flow.
- It provides access to the Port of Oakland, the 4th largest container port in America, handling about 1.2 million containers each year. This amount is projected to triple by 2030.
- Port activity generates almost 44,000 jobs, with an economic impact of over \$7 billion.
- Travelers of this corridor experience approximately 25 percent more delay than in the entire East Bay.
- On I-880, trucks represent 11 percent of the daily traffic.

LET'S GET MOVING ON INTERSTATE 580

Population in counties east of San Francisco has soared in recent years as Bay Area workers moved in search of lower housing prices. The result—a dramatic increase in traffic congestion in East Alameda County since 2000.

Growing Congestion

Being caught in bottlenecks is particularly evident to people traveling through the I-580 Livermore Valley, where three of the 10 worst commutes in Alameda County are found.

Getting to Work

As the main interregional corridor serving hundreds of thousands of commuters, this freeway is integral to connecting people to jobs. During the weekday commute hours, however, congestion in the corridor now lingers long past the commute hours.

Moving Goods

It is a vital link and transportation gateway for moving goods in and out of the region, including major farm-to-market travel between the Central Valley and the Bay Area.

Having Fun

And it handles significant recreational traffic as people travel to the Sierras and to Central and Southern California on weekend and summer days.

Setting Policy

In response, the CMA Board took significant action by assigning high priority to I-580 Livermore Valley projects in the 2004 Countywide Transportation Plan. The CMA staff was directed to actively spearhead a cooperative effort between partner agencies to improve mobility, traffic safety and operations in this corridor.

Launching Projects

When the CMA Board assigns high priority, funding for such designated projects is expedited. With RM2 funds coming in, these projects will move forward faster.

HOV Lanes

As part of the multi-phase Tri-Valley Transportation Improvements for the SR-84, I-580 and I-680 corridors, the I-580 HOV Lane Project is intended to reduce the delays that plague commuters in the Livermore Valley. The initial phase focuses on bringing congestion relief by constructing an interim eastbound HOV lane from Hacienda Drive to Greenville Road (including auxiliary lanes at several interchanges). Environmental documentation, preliminary engineering and at-risk design are underway.

Subsequent phases will include a westbound HOV lane. The PSR has been completed. Together these lanes are expected to encourage an increase in both carpooling and express bus service.

Interchange Modification Project

A PSR for the I-580/I-680 HOV Direct Connector is also underway. This study will evaluate options to improve connections between I-580 and I-680, including direct connectors for two critical commute movements:

- Westbound I-580 HOV to southbound I-680 HOV; and
- Northbound I-680 to eastbound I-580 HOV.



The Tri-Valley Triangle Study will set priorities and sequencing of projects. The study is expected to be completed by Spring 2006.

The 10 Most Congested Corridors in the Bay Area

County	Freeway Corridor	Daily Delay (VHD)
1 Alameda/Contra Costa	WB I-80, SR-4 to Bay Bridge (a.m.)	10,080
2 Alameda	WB I-580, North Flynn to Airway (a.m.)	5,120
3 Alameda	EB I-580, Hopyard to west of El Charro (p.m.)	4,320
4 San Francisco	EB I-80 & NB 101, Cesar Chavez to west of Bay Bridge (p.m.)	3,840
5 Alameda	EB SR-92, Clawitter to I-880 (p.m.)	3,760
6 Contra Costa	WB SR-4, Lone Tree to west of Loveridge (a.m.)	3,600
7 Marin	SB US-101, north of SR-37 to I-580 (a.m.)	3,110
8 Marin	NB US-101, SR-1 to north of I-580 (p.m.)	2,680
9 Santa Clara	NB US-101, I-280 to north of Trimble (a.m.)	2,560
10 Alameda/SF	EB I-80, west of Treasure Island to east of Powell (p.m.)	2,430

morning evening



In an alarming reflection of transportation woes in Alameda County, five of the top 10 congested freeways in the Bay Area are found in Alameda, including four of the top five.

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1 WB I-80, SR-4 to Bay Bridge (a.m.)	10,080
2 WB I-580, North Flynn to Airway (a.m.)	5,120
3 EB I-580, Hopyard to west of El Charro (p.m.)	4,320
4 EB SR-92, Clawitter to I-880 (p.m.)	3,760
5 EB I-80, west of Treasure Island to east of Powell (p.m.)	2,430
6 EB I-580, east of Livermore to east of Greenville (p.m.)	2,370
7 NB I-880, W. Grand Avenue to south of Maritime (a.m.)	2,190
8 WB I-80, toll plaza & Incline section on SFOBB to Fifth Street (p.m.)	2,180
9 EB I-80, I-580 to Gilman (p.m.)	2,150
10 SB I-880, Stevenson to Mission (a.m.)	1,860

morning evening



Source: MTC, 2004 Bay Area Freeway Congestion Data. (VHD-Vehicle Hours of Delay)